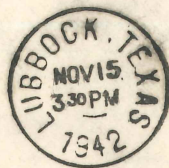
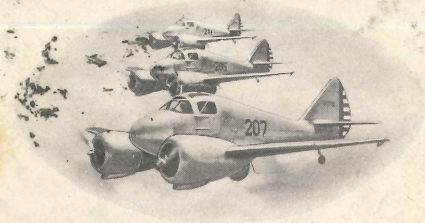


A/c F.W. Loops - 42-K
L.A.F.S.
Lubbock, Texas

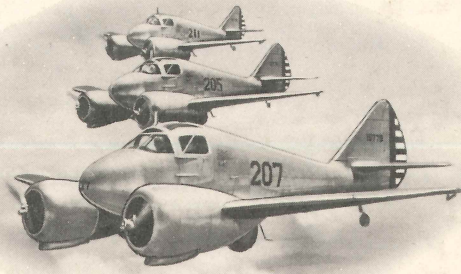


Original

Mr. & Mrs. Charles E. Loops
1414 Montague St., N. W.
Washington, D. C.



LUBBOCK ARMY FLYING SCHOOL
LUBBOCK, TEXAS



LUBBOCK ARMY FLYING SCHOOL
LUBBOCK, TEXAS

Sunday morn again
Nov. 15, 1942

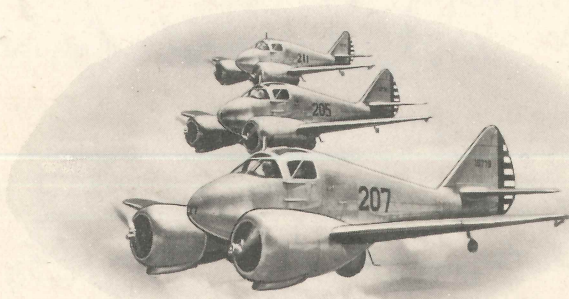
Greetings & Salutations,

Here I am again on the Sunday morn,
but not as usual. 'Nope - I'm not drunk. I
just have the day off.' - Can you imagine a
day off - the first since I've been here? I've already
utilized most of it - or a lot of it anyhow, in sleeping.
When I woke up it was church time and I had to
get up and dress, plus shaving, so I thought
a little more sleep wouldn't hurt as I was
too late anyhow. Then about that time some one
came thru the barrack selling Sunday papers,
so I not only purchased one - I even had the
luxury of reading it in a prone position in my
little ol' "sack"! - Now - if that's not luxury,
what is? - Of course, the porter service was bad.
I kept ringing the bell, but no one ever came
to serve me my breakfast! But then dinner
is less than an hour off - so guess I won't
stave, damn it!

I've flown every night since Wednesday.

Last night being no exception. - He took about a 300 mile cross-country trip in formation, taking turns in leading. It only took us a little over 2 hrs, but was too late to go to town - that is for me - cause I didn't have anything to rush in for. - He went on a triangular trip - one leg being by Amarillo. - It looks like a fair size city - maybe I'll investigate it one of these times when I have two or three days off! -

Things will be a little better for us now - or should. - Our day flying is practically over - and we are to take turns flying alternate nights with the other squadron. Our ground school is finished so when we fly the night before - we won't have to stand ~~until~~ reveille till 7:15 the following morning. Ah, bliss! - In place of ground school now - we have a maintenance course that's starting. Don't know just what it will consist of. - It's supposed to give us practical experience in the mechanical end of the plane - and a good thing, too. - but if it works like the course we had in primary - all it will amount to is reporting and the mechanics telling us to go sit in a corner out of their way! But it might be different - that was run by civilians & this by the Army. - Besides - with all the new mechanics they are getting - we know more than lots of 'em anyhow. - With all I've learned - I always apply the suggestion given to me by "Kim" when



LUBBOCK ARMY FLYING SCHOOL

LUBBOCK, TEXAS

I got my license. - He told me, "to never get in a plane without first checking it over, at least visually." - It's surprising the number of little things you can catch up. - That's why I like these maintenance courses. - The more I know about the darn things, the better I can understand their "whims". - Then, too, I suppose I stand a better chance of counteracting the effects of these "Gremkins" the papers are playing up. - I personally prefer the Tifinellas! - One of those devils must have been playing with our "gyro compass" last night, cause it sure wouldn't work. -

Before I forget it - if Buddy does send those films without my knowing it - I'd better give you his home address now: MRS. J. K. LEWIS, Rt #3, GASTONIA, N. C.

Did I tell you they just grabbed a batch of us to act as ushers for our upper classmen's graduation? It was a very nice & impressing ceremony - but kinda short to culminate so much hard work! - You never saw so many 2nd Lt's. together in one place in your life! - And I wish you could have seen the chapel after the graduation! - It looked like shopper's day on

a Dollar Day Friday Special! - We felt sorry for the chaplain & organist. It just lasted for hours and looked like an assembly line production!

We've been over New Mexico twice now - (I guess the air above a state is part of that state, so do you reckon it's safe to add it to my list?) Both times were on a bombing mission. - The first one we flew in a 15 plane formation, breaking up for the attack. The second one was just 3 planes - we all took separate routes - arriving over the target at an appointed time. - All three planes met more than 100 miles away - all got there within one minute of the same time! - Not bad eh? -

Think we are going to take a busman's holiday this afternoon. - We are talking about going to the local civilian air-port and renting a plane! - Wouldn't ya know! I'll try to get my license reinstated - and for heavier planes - and then if we can - we will get a plane and go up and wing in out! - Several of the boys have civilian licenses anyhow - so will probably get to go up whether mine can be reinstated or not. - Oh, well - what else would you expect a flyer to do on the first day he didn't have to fly in 5 weeks?

I sure enjoyed my talk with you all on Thursday. It was one of the best connections I've ever had when I called, so it was almost as good as a local one. Sorry I couldn't call earlier and catch Fred, too - but it's kinda had to talk over the phone & fly formation at one and the same time. - I can do it on the radio - but not the phone! - Am about writ out now - so I'll stop for now. - Maybe I'll get a chance to drop a line during the week.
Love, Frank